

MEMORANDUM FOR THE RECORD

SUBJECT: Meeting with Supervisor of the Parkway - 13 January 1982

1. The undersigned met with John Byrne, Supervisor of the George Washington Parkway, to discuss improvements to the Agency exit onto the Parkway. Also present were a civil engineer and traffic engineers from Park Service Headquarters.

2. Park Service personnel were given a brief overview of the final Master Plan and apprised of the traffic issues confronting the Agency. The discussion then focused on the Parkway exit and Congressman Wolf's stated interest in safety improvements.

3. Options for improvement considered during the discussion were:

a. Extending approaches either up or down the river to provide space for a longer acceleration lane. This was discarded because of the severe grading problems and high cost of construction as well as Park Service concern for the established tree line.

b. Moving the outbound Parkway lanes into the median to provide space for an extended acceleration lane under the existing bridge. Park Service personnel concluded this was the favored option even though there is a probable need to install guard rails within the median.

c. Move the existing bridge pier to provide space for an extended acceleration lane. Although more expensive than option b, this option offers some appeal to the Park Service because there is a need to resurface the bridge in any case. Moving the pier would require installation of longer girders.

d. Install signage on the outbound Parkway that would encourage outbound traffic to merge left before the Agency exit. This is the lowest cost option, and it was agreed that it should be studied. However, the consensus was that this would produce marginal improvement while generating many public complaints.

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4. Mr. Byrne indicated that the Park Service would need to bring in the Federal Highway Administration (FHWA) to study options b, c, and d; make a recommendation; and provide a cost estimate. This study would require reimbursement to FHWA, but the Parkway has no funds to cover the work. The undersigned suggested that the Agency might be able to fund the study if the Park Services can provide technical direction.

5. It was agreed that a joint meeting among Park Service, FHWA, and CIA representatives would be arranged by Mr. George Walvoort, civil engineer for the Park Service (phone 426-6955).

6. Also discussed at this meeting was disposition of the Scattergood-Thorne tract. Mr. Byrne had raised this subject at a previous meeting (see MFR, same subject, dated 11 August 1981). The undersigned advised Mr. Byrne that his interest in acquiring part of this tract had been relayed to Agency management. The resultant position was that the Agency has valid requirements for the property and was not inclined to voluntarily remove its claim.

7. It was suggested that Mr. Byrne file a competing claim with General Services Administration if Park Service has a sincere interest in the property. Mr. Byrne showed no enthusiasm for this course of action and suggested he would drop the subject.

8. Also mentioned was the intention to resurface the Parkway overpass this year. Approximately \$60,000 is available to strip the roadway down to the girders and resurface. Timing and impact on the Agency were not discussed.



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Chief, Building/Planning Staff, OL

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